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To: AirportEIR@longbeach.gov
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Subject: LGB Expansion Project Aircraft Noise Considerations

I have some comments and questions following the draft EIR presentation at City Hall 3 December 2005.

1. I understand that, under the Optimized Flight Scenario on page 15 of the copy of the PowerPoint presentation, the "Airport Budget provides for a minimum (sic) of: 41 Commercial (including Cargo) departures, 25 Commuter Departures" and that "Under optimum, but realistic conditions: 11 Additional commercial flights Could be Added in the Future"

I hope your use of the word "minimum" in your presentation chart is an error and that you meant to write "maximum". If 41 (plus the additional 11 commercial flights) and 25 commuter flights are, in fact, the proposed "minimum", what is the maximum number of flights that would be allowed?

2. As the "optimum, but realistic conditions" are approached, the mix of commercial and commuter flights will change. This brings up the point of how the different aircrafts' noise mix is measured.

Noise, or any sound pressure, is perceived quite differently by residents on the ground depending on the frequency or pitch of the noise generated and reflected by natural and man-made objects. Thus, the low rumble of an A320 aircraft may not be as annoying, as conversation disrupting, or as stressful as the whine of a commuter jet's engines. I would like to know how LGB expansion proponents have evaluated the annoyance factors and echo effects of the components of our future aircraft noise spectrum.

3. What are your plans for "night hour" operations? I vigorously oppose any relaxation of the current ban on LGB flights before 7:00 AM or after 10:00 PM.

I look forward to your comments.

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